

Approved For Release 2002/06/18 : CIA-RDP74B00447R000200020018-0

SECRET

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FILE INFO

4 JUN 70 76570

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| 3 | DOPS | " | 8 | " | 13 | | 18 |
| 4 | DSA | " | 9 | | 14 | | 19 |
| 5 | SAS | | 10 | | 15 | | 20 |

25X1A NNNS E C R E T 042124Z JUN 70 CITE [] 5457 25X1A

NCR [] IDEALIST

SUBJ: AIRCRAFT INCIDENT REPORT, MSG 2

25X1A REF: A. []

B. [] DATED 3 JUNE 1970.

A. A BOARD OF INVESTIGATION HAS BEEN CONVENED TO DETERMINE THE CAUSE OF THE RECENT T-33 INCIDENT AND TO RECOMMEND ACTION TO PREVENT RECURRENCE. INVESTIGATING OFFICERS APPOINTED ARE: LT COL RONALD LEGNER AND MAJOR REX MARGIS.

B. FOLLOWING IS ADDITIONAL INFORMATION ON THE INCIDENT: REFERENCE IS AFR 127-4 FORMAT. INFORMATION IN THOSE PARAGRAPHS NOT LISTED IS UNCHANGED.

5. APPROXIMATELY 16 MAN-HOURS WILL BE REQUIRED TO REPAIR AIRCRAFT. DAMAGES: RT OUTER GEAR DOOR - SHEET METAL DAMAGE.

REAR ATTACHING BOLT FOR RT GEAR DOOR - BROKEN.

RT TIP TANK - SKIN BENT.

RT LANDING GEAR, WHEEL, TIRE, AND

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BRAKE - PROBABLE DAMAGE.

9. AIRCRAFT WAS FLYING LOCAL AREA INSTRUMENT TRAINING MIS-

SION. PRIOR TO THE INCIDENT, AIRCREW HAD FLOWN TACAN-ILS LOW

APPROACH AT [] FOLLOWED BY SEVERAL TOUCH AND GO LANDINGS

AT [] ONE OF THE PILOTS FLEW THE AIRCRAFT EARLIER IN THE DAY AND HAD NO PROBLEM WITH ANY OF ITS SYSTEMS.

16. IT WAS NOTED DURING THE LOW PASSES PRIOR TO FINAL LAND-
ING THAT THE RIGHT MAIN GEAR OUTER DOOR WAS NOT PROPERLY IN PLACE.
PRELIMINARY FEELING IS THAT MATERIEL FAILURE OF DOOR CAUSED IT TO LODGE BETWEEN GEAR WELL AND GEAR, RESTRICTING GEAR FROM FULL DOWN AND LOCKED TRAVEL. THE TWO OTHER T-33 AIRCRAFT WERE INSPECTED - NOTHING UNUSUAL REVEALED.

C. THIS IS FINAL MESSAGE. COPIES OF INFORMAL INVESTIGATION WILL BE FORWARDED.

S E C R E T

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FLASH

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10-1

FILE INFO

3 JUN 70 76462

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25X1A SECRET 032005Z JUN 70 CITE [redacted] 5448

NCR Form



SUBJECT: AIRCRAFT INCIDENT REPORT

25X1A REFERENCE [redacted]

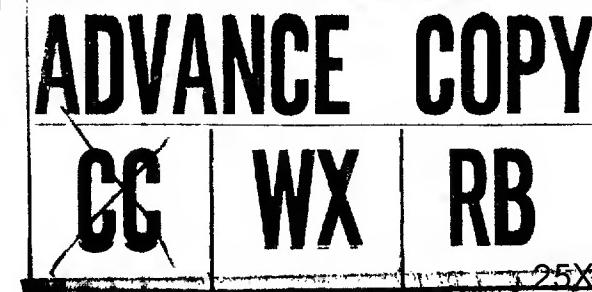
1. IAW AFR 127-4, ATTACHMENT 7 THE FOLLOWING INCIDENT REPORT IS SUBMITTED.

1. ³ JUN 1970/1918Z
2. EDWARDS AFB (LAKEBED)
3. T-33A/53-5809
4. EDWARDS AFB
5. MINOR INCIDENT/MAN HOURS DAWILL FOLLOW BY SEPARATE MESSAGE.

25X1A 6. [redacted] CP

NO INJURY TO EITHER PILOT

7. N/A
 8. N/A
 9. T-33/VFR/1747Z/EDWARDS AFB/
- 1 PLUS 31



25X1A

(1) info sub para 1 thru
25X1C

(2) info from separate msg.
by separate msg.
YJK

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10. LANDING

11. PRIOR TO NORMAL LANDING

NORTH BASE, PILOT FOUND

RIGHT MAIN GEAR UNSAFE

CONDITION. ALL EMERGENCY

PROCEDURES FAILED TO

PROVIDE SAFE GEAR INDICATION.

NORTH BASE MOBIL CONFIRMED

RIGHT MAIN GEAR COCKED

INBOARD APPROXIMATELY

20 DEGREES.

LAKEBED LANDING ACCOMPLISHED. DURING

ROLL-OUT AT APPROXIMATELY

30 KNOTS RIGHT MAIN GEAR

COLLAPSED AND THE AIRCRAFT

SLOWLY GROUND-LOODED TO

THE RIGHT STOPPING 180 DEGREES

FROM THE DIRECTION OF LANDING.

BRAKES NOT USED DURING

ROLL-OUT. BOTH PILOTS EVACUATED

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PAGE : 5440 S E C R E TNOR ~~DOWN~~ THE AIRCRAFT WITHOUT

INJURY. ONLY APPARENT DAMAGE THIS
TIME; RIGHT MAIN GEAR DOOR AND RIGHT TIP TANK.

12. EDWARDS AFB LOCAL WEATHER OBSERVATION

3 JUNE 1970 1920Z (1220 PDT)

"18,000 FT SCATTERED ESTIMATED 23,000 FT.

OVERCAST VISIBILITY 35 STATUTE MILES.

TEMPERATURE 92 DEGREES F., DEWPOINT 33 DEGREES F.,
SURFACE WIND CALM, ALTIMETER SETTING
29.93 INCHES."

REMARKS: "SMALL CUMULUS WEST THROUGH
NORTH, TOWERING CUMULUS BUILDING
WEST-NORTHWEST, LOWER ALTO-CUMULUS
SOUTH-THROUGH WEST THROUGH NORTH AT
15,000 FT, BREAK IN OVERCAST, WIND
DRTN VRBL.

13. UNKNOWN AT THIS TIME; WILL
FORWARD WHEN AVAILABLE.

14. UNKNOWN

15. N/A

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16. BY SEPARATE MESSAGE,25X1A 17.

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